

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 14, 2005 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 20, 2005– Forum,
1st Floor, Michigan Library and Historical Center, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Sale to Local Municipality)
Sale RR-015-F, Item 1, Control Section 2040A8, Parcel 3D

The subject tract is located in the city of Grayling, Crawford County, Michigan, and contains approximately 1,300 square feet. An appraisal was completed by Ronald Adams, Property Analyst, Excess Property Unit, on March 8, 2005, at \$400. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on March 8, 2005, for the amount of \$400. The subject tract was offered to the local municipality per procedural requirements. The tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The City of Grayling has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$400, which represents payment in full. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$400

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49738.

2.-9. *ATTORNEY GENERAL - Special Assistant Attorneys General

The following contracts between MDOT and the following attorneys will provide for legal services as Special Assistant Attorneys General representing MDOT with regard to defense of negligent claims in accordance with appointments by and under the direction and supervision of the Attorney General. The contracts will be in effect from January 1, 2006, through December 31, 2007. Each attorney will be paid at a rate of \$90.00 per hour not to exceed \$40,000 per year with a maximum contract amount of \$80,000, plus actual reasonable out-of-pocket expenses. Source of Funds: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

	<u>Contract Number</u>	<u>Special Assistant Attorney General</u>
2.	2006-0108	Anthony R. Wittbrodt II.
3.	2006-0109	Theodore N. Williams
4.	2006-0110	Richard P. Smith
5.	2006-0111	Martin P. Krall, Jr.
6.	2006-0112	Robert H. Harkness
7.	2006-0113	Michael J. Hackett
8.	2006-0114	Anthony S. Spokojny
9.	2006-0116	Timothy A. Bahorski

10. HIGHWAYS – Time Extension

Amendatory Contract (2000-0060/A7) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of proposed changes in the configuration of the plaza design by the Detroit International Bridge Company. The changes will help to address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail overpass (Ambassador Bridge/Gateway Project) in Wayne County. The revised contract term will be April 12, 2000, through December 31, 2006. The contract amount remains unchanged at \$17,753,583.94. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of proposed changes in the configuration of the plaza design by the Detroit International Bridge Company. The changes will help to address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96.

Benefit: The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economy. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on "just in time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet: improvement of direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; accommodation of a potential future second span of the bridge; and accommodation of access to a proposed welcome center at the U.S. entrance to the bridge, to be developed as a separate project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design work does not continue, construction can not occur, and the proposed Gateway project that includes a direct connection between the Ambassador Bridge and I-75/I-96 can not be completed, so that one of the original project objectives would not be met. Also, there will be an adverse impact on and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project) and by the Detroit International Bridge Company (approximately \$30 million project) and indefinite delay of proposed plans for construction of a new border crossing proposed by the Detroit River Tunnel Partnership that would use ramp and service drive connections constructed by MDOT as part of the Gateway Project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is a rehabilitation project.

Zip Code: 48209.

11. HIGHWAYS – Time Extension

Amendatory Contract (2001-0185/A10) between MDOT and URS Corporation Great Lakes will extend the contract term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because construction activity by General Motors in the project area has caused a delay in obtaining survey information necessary for the completion of the project plans. The original contract provides for the design of the rehabilitation of I-375 from Gratiot Avenue to Jefferson Avenue to Beaubien Street in Wayne County. The revised contract term will be May 10, 2001, through December 31, 2007. The contract amount remains unchanged at \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because construction activity by General Motors in the project area has caused a delay in obtaining survey information necessary for the completion of the project plans.

Benefit: This time extension will provide for the additional time required to complete the design. This contract provides for the improvement of the condition and safety of the roadway.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the necessary additional time required could compromise MDOT's ability to complete the required design for the rehabilitation and the necessary improvements to this roadway.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is a rehabilitation project.

Zip Code: 48207.

12. *HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0661/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the contract term by approximately two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z5, Z7, Z20, Z21, and Z22), for which additional time is needed for the completion of full construction engineering services for the associated construction projects in Wayne County (21 days retroactive). (See following items.) The original contract, which expired on November 29, 2005, provided for engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be November 29, 2001, through November 29, 2007. The maximum amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete ongoing projects under authorizations (Z5, Z7, Z20, Z21, and Z22). No new authorizations will be issued under this contract.

Benefit: Will allow the completion of work under authorizations (Z5, Z7, Z20, Z21, and Z22).

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendatory contract would necessitate that the consultant stop all work prior to the completion of the projects. Should this occur, MDOT would risk federal compliance, as these services are required for construction projects, and would risk losing federal funding for the entire projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

13. HIGHWAYS - IDS Engineering Consultant Services

Authorization Revision (Z5/R5) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately two years to provide sufficient time for the consultant to complete construction engineering services (21 days retroactive). Unforeseen utility conflicts and problems with the maintenance of traffic provision have delayed the construction contractor, requiring that the construction engineering consultant be given more time. The original authorization, which expired on November 29, 2005, provided for full construction engineering services to be performed on M-102 in Wayne County (CS 82141 - JN 51501A). The revised authorization term will be January 8, 2003, through November 29, 2007. The authorization amount remains unchanged at \$334,274.57. The contract term will be November 29, 2001, through November 29, 2007. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. Unforeseen utility conflicts and problems with the maintenance of traffic provision have delayed the construction contractor, requiring that the construction engineering consultant be given more time.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48034.

14. HIGHWAYS - IDS Engineering Consultant Services

Authorization Revision (Z7/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately two years to provide sufficient time for the consultant to complete construction engineering services (21 days retroactive). A delay was caused by the MDOT scheduling of the contractor's appeal of the project manager's decision regarding the test results of the liquid asphalt binder used in the hot mix asphalt placed on the project. The original authorization, which expired on November 29, 2005, provided for full construction engineering services to be performed on Plymouth Road, Wayne County (CS 82101 - JN 47068A). The revised authorization term will be April 16, 2003, through November 29, 2007. The authorization amount remains unchanged at \$185,278.92. The contract term will be November 29, 2001, through November 29, 2007. (See second previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. A delay was caused by the MDOT scheduling of the contractor's appeal of the project manager's decision regarding the test results of the liquid asphalt binder used in the hot mix asphalt placed on the project. The consultant's presence at the appellate meeting is paramount, and the meeting is after the consultant's authorization expiration. This delay is out of the consultant's control.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48239.

15. HIGHWAYS – IDS Engineering Consultant Services

Authorization Revision (Z20/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the construction engineering services (21 days retroactive). The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project. The original authorization, which expired on November 29, 2005, provided for full construction engineering services to be performed on M-5 between Marene Street and M-102 in the cities of Detroit and Livonia and in Redford Township, Wayne County (CS 82121 – JN 47069A). The revised authorization term will be July 18, 2003, through November 29, 2007. The authorization amount remains unchanged at \$678,668.77. The contract term will be November 29, 2001, through November 29, 2007. (See third previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the authorization term would necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48240.

16. HIGHWAYS – IDS Engineering Consultant Services

Authorization Revision (Z21/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the construction engineering services (21 days retroactive). The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project. The original authorization, which expired on November 29, 2005, provided for full construction engineering services to be performed on M-5 eastbound over Rouge River, Wayne County (CS 82121 – JN 51494A). The revised authorization term will be July 15, 2003, through November 29, 2007. The authorization amount remains unchanged at \$209,161.28. The contract term will be November 29, 2001, through November 29, 2007. (See fourth previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the authorization term would necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48219.

17. HIGHWAYS – IDS Engineering Consultant Services

Authorization Revision (Z22/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately two years to provide sufficient time for the consultant to complete the construction engineering services (21 days retroactive). The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project. The original authorization, which expired on November 29, 2005, provided for full construction engineering services to be performed on M-5 westbound over Rouge River, Wayne County (CS 82121 – JN 56632A). The revised authorization term will be July 15, 2003, through November 29, 2007. The authorization amount remains unchanged at \$159,942.52. The contract term will be November 29, 2001, through November 29, 2007. (See fifth previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because of numerous inconsistencies between the plans and the actual field conditions, which have delayed the construction project.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the authorization term would necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48219.

18. HIGHWAYS – Time Extension

Amendatory Contract (2001-0896/A4) between MDOT and CH2M Hill Michigan, Inc., will extend the contract term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project was placed on hold pending the outcome of the environmental clearance for the project. The original contract provides for the design of the I-75 interchange at Crooks Road and Long Lake Road in Oakland County. The revised contract term will be November 14, 2001, through January 1, 2008. The contract amount remains unchanged at \$4,042,228.63. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project was placed on hold pending the outcome of the environmental clearance for the project.

Benefit: This time extension will provide for the additional time needed for the consultant to complete the design services. This contract provides for the improvement of the condition and safety of the intersection.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the necessary additional time required could compromise MDOT's ability to complete the required design for the rehabilitation and the necessary improvements to this intersection.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is a rehabilitation project.

Zip Code: 48084.

19. *HIGHWAYS – Time Extension

Amendatory Contract (2003-0049/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will retroactively extend the contract term by two years to allow sufficient time for the consultant to complete the ongoing remediation services at the Mio Maintenance Garage (twenty days retroactive). The Mio Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean up. The original contract, which expired on November 30, 2005, provided for geoenvironmental services to be performed at the Mio Maintenance Garage in the village of Mio, Oscoda County (CS 34032 – JN 99370). The revised contract term will be January 15, 2003, through November 30, 2007. The contract amount remains unchanged at \$391,557.92. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the ongoing remediation project. The Mio Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean up.

Benefit: Will allow sufficient time for completion of the clean up of this site, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48647.

20. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z11/R3) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services during construction to be performed on an as-needed basis and will increase the contract amount by \$98,374.52. The additional work will include continuing construction assistance and a complex comprehensive load rating analysis for each of the twin arches. The original authorization provides for construction assistance services to be performed for two bridges (S13 and S14) on I-94 over US-24 in Wayne County (CS 82022 – JN51516A). The authorization term remains unchanged, March 4, 2004, through April 10, 2006. The revised authorization amount will be \$640,664.72. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design assistance to be performed during the construction phase and for a complex comprehensive load rating analysis for each of the twin arches.

Benefit: Will provide a comprehensive load rating for the structures that will determine the load carrying capacity of the structures. This capacity is used in determining which overload vehicles may use the structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The load rating analysis is a must for this structure. It is a complex analysis that would be more costly and time consuming for MDOT to perform. The designer already has the finite element model used in the design of the structure. Not performing this work would result in MDOT not knowing the structures' load rating and would result in conservatively limiting overload vehicles that wish to cross.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revisions; qualifications-based for the original authorization.

New Project Identification: This project not new; it is construction assistance on a project that has already been designed.

Zip Code: 48180.

21. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0291/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z29), for which extra time is needed for the consultant to submit the final deliverables for the Context Sensitive Solutions (CSS) Manual. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 9, 2003, through May 9, 2007. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z29). No new authorizations will be issued under this contract.

Benefit: Will allow ongoing work for the preparation of a CSS Manual and for CSS orientation under authorization (Z29) to be completed.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorization (Z29).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

* Denotes a non-standard contract/amendment

Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 48909.

22. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z29/R2) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional services, will increase the authorization amount by \$99,994, and will extend the authorization term by one year. The additional work will include holding Context Sensitive Solutions (CSS) orientation sessions for 1,000 MDOT staff in forty locations statewide. The original authorization provides for the preparation of the CSS Manual for MDOT. The revised authorization term will be February 15, 2005, through May 9, 2007. The revised authorization amount will be \$248,610.86. The contract term will be May 9, 2003, through May 9, 2007. (See previous item.) Source of Funds: 100% Federal Highway Administration (State Planning and Research) Funds.

Purpose/Business Case: Context Sensitive Solutions, sometimes called context sensitive design, is a new nationwide approach that includes involving a broader group of stakeholders in decisions about future transportation projects in their communities. This project was initiated by Executive Directive 2004-25, which directed MDOT to develop a CSS policy, to incorporate CSS principles in its activities, and to orient MDOT staff on the national and MDOT approaches to CSS.

Benefit: As MDOT staff involved in project development meets with the public on current and future transportation projects, they will know the CSS background, terminology, and actions MDOT will take with regard to complying with the first CSS policy approved by the State Transportation Commission on May 26, 2005.

Funding Source: 100% Federal Highway Administration (State Planning and Research) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT staff will not know how to apply CSS principles in decisions about future transportation projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project. It is the second part of an existing project.

Zip Code: 48909.

23. HIGHWAYS – Time Extension

Amendatory Contract (2003-0581/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services. The additional time is needed because utility coordination delays and the construction contractor's requirement to maintain two miles of extensive landscaping for two years after planting have resulted in a year of lost progress. The original contract provides for full construction engineering services to be performed on US-12 from Firestone Avenue to Wyoming Avenue, Wayne County (CS 82061 - JN 47064A). The revised contract term will be October 10, 2003, through December 31, 2006. The contract amount remains unchanged at \$1,443,579.02. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term to provide sufficient time for the consultant to complete the construction engineering services. Utility coordination delays and the construction contractor's requirement to maintain two miles of extensive landscaping for two years after planting have resulted in a year of lost progress. The landscaping maintenance includes a large number of trees and watering of the entire area. This past summer was the first season of watering, and next summer will be the last. Finalling the job and closing out the paperwork cannot be completed until the construction contractor has fulfilled all work items.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all work prior to the completion of the project, which would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48210.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z31) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed inspection and testing services to be performed for the Lansing Transportation Service Center (TSC) (CS various - JN various). The work items include project administration, quality assurance testing and preparation, and documentation of project records. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$557,239.36. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Lansing TSC. The work items include project administration, quality assurance testing and preparation, and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48823.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z8) under Contract (2004-0801) between MDOT and Eagle Consultant Engineering, LLC, will provide for as-needed construction administration services to be performed within the Metro Region (CS various - JN various). The work items include research and resolution of claims, constructability review of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings, and technical assistance to the Metro Region Transportation Service Centers. The authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$250,324.97. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed construction administrative services to be performed within the Metro Region (CS various - JN various). The work items include research and resolution of claims, constructability review of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings, and technical assistance to the Metro Region Transportation Service Centers.

Benefit: Will provide for technical assistance and allow all claims within the Metro Region to be reviewed to ensure conformity with all state and federal guidelines.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: These projects are for rehabilitation of existing roadways.

Zip Code: 48075.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z33) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for an interchange study and break in access justification report for I-675 at M-13 in the city of Saginaw, Saginaw County (CS 73101 - JN 84986). The work items include collecting, analyzing, and evaluating traffic, road, and bridge engineering data, performing an operational analysis, and performing a traffic study of the interchange. The authorization will be in effect from date of award through December 20, 2007. The authorization amount will be \$219,462.50. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for the performance of design services for an interchange study and break in access justification report for I-675 at M-13 in the city of Saginaw, Saginaw County.

Benefit: Will provide MDOT with potential solutions for justification of the interchange design alternatives to minimize the impacts to the surrounding area.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this project, no potential solutions will be developed for the interchange design alternatives.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is a new study.

Zip Code: 48607.

27. *HIGHWAYS - Increase Maximum IDS Contract Amounts

Amendatory Contract (2005-0055/A1) between MDOT and Aerocon Photogrammetric Services, Inc., will increase the maximum indefinite delivery of services (IDS) contract amount by \$3,950,000 and the maximum authorization amount by \$950,000 to the usual limits for contracts of this type. The consultant was inadvertently limited to \$50,000 projects. The original contract provides for engineering services to be performed on an as needed/when needed basis. The contract term remains unchanged, February 1, 2005, through February 1, 2008. The revised maximum contract amount will be \$4,000,000, and the revised maximum authorization amount will be \$1,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment will increase the maximum IDS contract and authorization amounts to the usual limits for contracts of this type, providing for authorizations to be processed for amounts over the original \$50,000 contract and authorization maximum amounts. The consultant was inadvertently limited to \$50,000 projects.

Benefit: Will allow authorizations issued under this IDS contract to be for larger amounts, in keeping with the usual limits for this type of work.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will be incorrectly limited to \$50,000 authorizations under this IDS contract.

Cost Reduction: N/A.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: N/A.

Zip Code: 48909.

28. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for design and survey services to be performed for the rehabilitation of M-1 (Woodward Avenue) from Tuxedo Avenue to I-94 in the city of Detroit, Wayne County (CS 82131 - JN 79673C). The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$469,513.04. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Purpose/Business Case: To provide for design and survey services to be performed for the rehabilitation of M-1 (Woodward Avenue) from Tuxedo Avenue to I-94 in the city of Detroit, Wayne County (CS 82131 - JN 79673C).

Benefit: Will provide for an improved pavement condition and safety of the roadway.

Funding Source: 81.85% Federal Highway Administrative Funds and 18.15% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing/awarding this project could result in safety problems due to the deterioration of the road condition.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48202.

29. HIGHWAYS - IDS Design Consultant Services

Authorization (Z9) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of as-needed scoping and design assistance services for various enhancement grant projects and landscaping projects at various locations in the Bay Region. The work items include landscape architecture oversight of MDOT-designed enhancement grant projects, preparation of enhancement grant applications, and preparation of final plans and specifications for construction. The projects will use context sensitive design and partnering with the community and will look for unique solutions to fit community and MDOT needs. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$125,000.81. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of as-needed scoping and design assistance services for various enhancement grant projects and landscaping projects at various locations in the Bay Region.

Benefit: Will provide MDOT with potential solutions for enhancement grant projects and landscaping projects that will fit the needs of the community.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this project, opportunities to partner with local communities to beautify the roadways may be missed and enhancement funding may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is not a new project. It is for enhancement grants and design landscaping projects on an as-needed basis.

Zip Code: 48909.

30. HIGHWAYS – IDS Traffic & Safety Consultant Services

Authorization (Z2) under Contract (2005-0453) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the development of a traffic signal optimization plan for 74 signaled intersections in Calhoun County (CS various – JN 85704C). The project will include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The authorization will be in effect from the date of award through September 27, 2008. The authorization amount will be \$333,371.45. The contract term is September 27, 2005, through September 27, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the development of a traffic signal optimization plan for 74 signalized intersections on M-89, M-37, M-294, M-66, the I-94 business loop, the I-94 westbound ramp, M-96, M-99, and M-199 in Calhoun County. The project will include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is undertaken to move traffic more efficiently on various corridors and isolated intersections. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure the system is working correctly. A before and after study of the effectiveness will be performed to provide a measurement tool for improvement.

Benefit: Corridors will flow more effectively and efficiently, reducing user delays and associated costs (more travel time, fuel consumption, and pollution). The primary benefit is to provide a safer driving environment by reducing crashes.

Funding Source: 100% Federal Highways Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Continued increase of traffic delays and congestion, increased public safety risks, and overall negative economic impact.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 49017.

31. ***HIGHWAYS - Bituminous Pavement and Streetscape Construction**

Retroactive Contract (2005-0480) between MDOT and Zito Construction Company will retroactively provide for bituminous pavement, curb and gutter, sidewalk, and streetscape construction work performed on Cedar Street from Nepessing Street north to the local alley in the city of Lapeer, Lapeer County. The contract term will be September 9, 2002, through September 15, 2004. The contract amount will be \$90,467.55. Source of Funds: 100% City of Lapeer Funds.

This contract is being processed retroactively to provide for services performed in good faith beyond the project limits of Contract (44448-54880) and for reimbursement of costs for services incurred from September 9, 2002, through September 15, 2004. The local agency instructed the contractor to perform additional reconstruction services beyond the project limits of the original contract in order to provide for more efficient traffic flow during and after the construction project. The additional roadway reconstruction will allow vehicular traffic to access the parking behind downtown buildings prior to entering the downtown area. This will allow vehicular traffic to adjust to a more efficient and safe driving pattern and will allow additional access to parking. The original bid costs were very favorable, and the local agency was able to fund the additional work. The project was processed as a construction contract, and the construction contract modification process was used to extend the project limits and add services and costs. This process was later determined to be inappropriate because prior approval was not obtained. The determination required the award of a new service contract or modification by the service contract amendment process rather than by the overrun process used for construction contracts. Retroactive approval of this contract will ensure that the correct contracting method is used to provide for payment for services performed in good faith by the contractor. The maximum compensation for all services performed under Contract (44448-54880) and Contract (2005-0480) will be \$1,934,419.16. MDOT has recently issued several instructional memorandums to address project limits. This project extension occurred prior to the issuing of these reinforcing documents.

Purpose/Business Case: To retroactively provide for bituminous pavement, curb and gutter, sidewalk and streetscape construction services performed outside of the original project limits of Contract (44448-54880) and for payment for those services, which the contractor performed in good faith at the local agency's request.

Benefit: Will provide for payment to the contractor for providing the services on a good faith basis in the absence of a contract.

Funding Source: 100% City of Lapeer Funds.

Commitment Level: The project was originally advertised and bid with the lowest bidder awarded the contract. The bids were based on estimated quantities for various items of work for project construction. For the negotiated additional work, the contractor agreed to perform the required work at the original bid prices with the exceptions of the prices for gate valve, 6 inch; maintenance gravel, loose measure; sidewalk, concrete, 4-inch with thickened edge; drainage structure, 24-inch diameter; and sewer tap, 6 inch. Payment for the additional services performed from September 9, 2002 through September 15, 2004, will be on the basis of agreed upon amounts and will not exceed \$90,467.55.

Risk Assessment: If this contract is not approved, MDOT will be unable to pay the contractor for services performed in good faith at the local agency's instruction.

* Denotes a non-standard contract/amendment

Cost Reduction: The price has been fixed by contract. The contractor agreed to perform the required work at the original bid prices, with the exceptions of the prices for gate valve, 6 inch; maintenance gravel, loose measure; sidewalk, concrete, 4-inch with thickened edge; drainage structure, 24-inch diameter; and sewer tap, 6 inch, for the period of September 9, 2002, through September 15, 2004.

Selection: Low bid for Contract (44448-54880); negotiated for Contract (2005-0480).

New Project Identification: This is not a new project.

Zip Code: 48446.

32. HIGHWAYS – IDS Traffic & Safety Consultant Services

Authorization (Z7) under Contract (2005-0483) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the development of a traffic signal optimization plan for 59 signaled intersections in Muskegon and Newaygo Counties (CS various – JN 85703C). The project will include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$333,371.45. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the development of a traffic signal optimization plan for 59 signalized intersections on M-120, M-46, the US-31 exit ramps, the US-31 business route, M-82, and M-37 in Muskegon and Newaygo Counties. The project will include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is undertaken to move traffic more efficiently on various corridors and isolated intersections. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure the system is working correctly. A before and after study of the effectiveness will be performed to provide a measurement tool for improvement.

Benefit: Corridors will flow more effectively and efficiently, reducing user delays and associated costs (more travel time, fuel consumption, and pollution). The primary benefit is to provide a safer driving environment by reducing crashes.

Funding Source: 100% Federal Highways Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Continued increase of traffic delays and congestion, increased public safety risks, and overall negative economic impact.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 49442.

33. *HIGHWAYS – Park and Ride Lot Agreement

Contract (2006-0055) between MDOT, the Livingston County Board of County Road Commissioners, and The Eisenberg Family Limited Partnership and Asa Shapiro (collectively TEFLP) will provide for MDOT to allow TEFLP to design and construct a new park and ride lot for MDOT at no cost to MDOT. In exchange, MDOT will allow TEFLP to remove an existing park and ride lot that is in very poor condition. TEFLP will replace the lot with an entrance to commercial property under development by TEFLP. The property covered in this agreement is located just north of M-59 between southbound US-23 and the Old US-23 service drive in Hartland Township, Livingston County. Due to significant safety risks in the placement of its public access for the property, TEFLP cannot develop its commercial property without placing the access point where the park and ride lot currently exists. The contract will take effect upon award and will remain in effect unless it is terminated by the parties. This is a zero dollar agreement.

Purpose/Business Case: The Livingston County Board of County Road Commissioners denied original requests from TEFLP for various public access points due to safety concerns. MDOT denied TEFLP requests to buy a portion of MDOT's easement and install a public access point through the vicinity of the park and ride lot at the request of the road commission because MDOT plans to widen this roadway in the future. TEFLP actually owns all of the land referenced in this agreement, but MDOT holds an easement for all of it. The safest place to allow the public access is actually through the MDOT park and ride lot. The existing park and ride lot is in very poor condition and needs to be replaced. The agreement ensures that the new park and ride lot constructed by TEFLP will meet all MDOT standards prior to MDOT's acceptance. No funds will exchange hands.

Benefit: This agreement mutually benefits all parties. MDOT and ridesharing commuters will be provided with a new parking facility next to the existing one. The road commission's interest in MDOT retaining the easement for all of the property is met. The new public access to the commercial development project will be in the safest location. And TEFLP will have acceptable public access for the commercial development project, allowing it to move forward.

Funding Source: No money will be exchanged. This is a zero dollar agreement.

Commitment Level: This agreement will provide for MDOT to allow TEFLP to design and construct a park and ride lot for MDOT, at no cost to MDOT, in exchange for MDOT allowing TEFLP to remove an existing park and ride lot and replace it with an entrance to the commercial property being developed by TEFLP. The agreement requires that TEFLP complete this work within one year from the date it begins.

Risk Assessment: The risk of doing nothing is the loss of an opportunity for mutual benefits.

Cost Reduction: This agreement will save MDOT from funding a new park and ride lot.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48843.

34. HIGHWAYS - IDS Engineering Services

Contract (2006-0082) between MDOT and Bergmann Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2006-0082) between MDOT and Bergmann Associates will provide for design services to be performed on M-52 between Austin Road and Geiske Road in the village of Manchester, Manchester Township, Washtenaw County (CS 81012 - JN 77662C). The work items include reconstruction/cold milling and two-course overlay, new curb and gutter, storm sewer upgrades, traffic signal flasher replacement, and intersection improvements. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$536,294.50. The contract term will be December 20, 2005, through December 20, 2008. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed on M-52 between Austin Road and Geiske Road in the village of Manchester, Manchester Township, Washtenaw County (CS 81012 - JN 77662C). The purpose of this rehabilitation project is to correct current pavement problems and extend the life of this roadway.

Benefit: Will provide for an improved pavement ride and safer traffic movements on this roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without these improvements, the existing roadway will continue to deteriorate and require excessive maintenance to keep it functioning, until it finally fails and requires complete replacement.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48158.

36. HIGHWAYS (Real Estate) - Mapping Services

Contract (2005-0572) between MDOT and The Gosselin Group, Inc., will provide for the update of the Wayne County map books for the Real Estate Support Area. The updates will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2006. The contract amount will be \$143,900. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48123.

37. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0573) between MDOT and The Gosselin Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
38. MULTI-MODAL - Section 5307 Capital/Surface Transportation Program
Project Authorization Revision (Z16/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will increase funding by \$90,000 for the purchase of two buses. JTA's federal grant was recently amended to include Surface Transportation Program (STP) grant funds. The original authorization provides state matching funds for the JTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 10, 2005, through August 9, 2008. The revised authorization amount will be \$157,500. Toll credits in the amount of \$6,000 remain unchanged as a match for the purchase of maintenance items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$132,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,500.
- Purpose/Business Case:** To provide for an increase in state matching funds of \$18,000 and federal funds of \$72,000 for JTA's 2005 STP grant for the purchase of two buses.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$132,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,500.
Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49203.
39. *MULTI-MODAL - Railroad Crossing Closure
Contract (2006-0079) between MDOT and the Shiawassee County Road Commission will provide a lump sum incentive payment in exchange for the road commission's action to close Miller Road at its grade crossing with Grand Trunk Western Railway (GTW) in Shiawassee County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$7,500. Source of Funds: Federal Highway Administration Funds - \$7,500.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Federal law (USC Title 23 Section 130) provides for cash incentive payments to local road authorities that close roads under their jurisdictions. This payment is only available as a match for cash provided by GTW. GTW has confirmed that it will provide a cash incentive payment to Shiawassee County.

Benefit: Closing this grade crossing to vehicular traffic will ensure that no vehicle-train crashes will take place at this location. It will also eliminate the need to install active warning devices at the crossing.

Funding Source: This incentive payment comes from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Source of Funds: Federal Highway Administration Funds - \$7,500.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The Shiawassee County Road Commission is entitled to this incentive payment under federal law.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is tied to the elimination of an existing crossing.

Zip Code: 48414.

40. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0083) between MDOT and the City of Lowell will provide state grant funds for the land acquisition costs associated with parcels E1, E2, E4, E5, E6, E7, E8, and 3 at the Lowell City Airport in Lowell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$110,000. Source of Funds: State Restricted Aeronautics Funds - \$99,000; City of Lowell Funds - \$11,000.

Purpose/Business Case: To provide for the land acquisition costs associated with parcels E1, E2, E4, E5, E6, E7, E8, and 3, including the acquisition and closing costs, settlement fees, and costs to prepare an exhibit A property map.

Benefit: Acquiring the property rights will provide for a safe approach to the airport by ensuring that the area is free of existing or future obstructions.

Funding Source: State Restricted Aeronautics Funds - \$99,000; City of Lowell Funds - \$11,000; Contract Total - \$110,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49331.

41. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0086) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcel 15 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,900. Source of Funds: FAA Funds (via block grant) - \$20,720; State Restricted Aeronautics Funds - \$4,533; City of White Cloud Funds - \$647.

Purpose/Business Case: To provide for the land acquisition costs of parcel 15, including the costs of purchasing the land, closing costs, and tree clearing costs. The land is needed for a runway extension project.

Benefit: By acquiring the additional land, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and limiting any building obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$20,720; State Restricted Aeronautics Funds - \$4,533; City of White Cloud Funds - \$647; Contract Total - \$25,900.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: The land is needed for an existing runway extension project.

Zip Code: 49349.

42. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0087) between MDOT and the Frankfort City-County Airport Authority will provide federal and state grant funds for the land acquisition costs of parcels E22, E23, E24, E25, E26, and E30 through E46 at the Dow Memorial Airport in Frankfort, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$400,000. Source of Funds: FAA Funds (via block grant) - \$320,000; State Restricted Aeronautics Funds - \$70,000; Frankfort City-County Airport Authority Funds - \$10,000.

Purpose/Business Case: To provide for the land acquisition costs of parcels E22, E23, E24, E25, E26, and E30 through E46, including the parcel, closing, and condemnation and/or settlement costs.

Benefit: By acquiring the properties, the airport will ensure clear approaches and maintain safety by controlling tree growth and other obstructions that could interfere with operations at the airport.

Funding Source: FAA Funds (via block grant) - \$320,000; State Restricted Aeronautics Funds - \$70,000; Frankfort City-County Airport Authority Funds - \$10,000; Contract Total - \$400,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The costs were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49635.

43. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0088) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcel 10 at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$17,000. Source of Funds: FAA Funds (via block grant) - \$13,600; State Restricted Aeronautics Funds - \$2,975; Huron County Funds - \$425.

Purpose/Business Case: To provide for the land acquisition consultant costs of parcel 10, including the costs for an environmental site assessment (phase 1), appraisal, appraisal review, negotiations, and closing. Parcel 10 is needed for the future terminal project.

Benefit: A centrally located terminal area has been proposed that will relocate the aircraft activities to a more efficient location with respect to the primary runway. There is no room to expand the current hangar area, so parcel 10 will be used for the new hangar area. These improvements will benefit all airport users by enhancing safety and increasing efficiencies in airport operations.

Funding Source: FAA Funds (via block grant) - \$13,600; State Restricted Aeronautics Funds - \$2,975; Huron County Funds - \$425; Contract Total - \$17,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48413.

44. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2006-0090) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for preliminary engineering services for the rehabilitation and extension of runway 14/32 and taxiway D at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$82,500. Source of Funds: FAA Funds (via block grant) - \$66,000; State Restricted Aeronautics Funds - \$14,437; Jackson County Funds - \$2,063.

Purpose/Business Case: To provide for preliminary engineering services for the future rehabilitation and extension of runway 14/32 and taxiway D, including surveying and geotechnical work.

Benefit: The proposed rehabilitation and extension project will enhance the safety of pilots and other airport users.

Funding Source: FAA Funds (via block grant) - \$66,000; State Restricted Aeronautics Funds - \$14,437; Jackson County Funds - \$2,063; Contract Total - \$82,500.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for rehabilitation at an existing facility.

Zip Code: 49202.

45. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2006-0091) between MDOT and the City of Battle Creek will provide federal and state grant funds for preliminary engineering services for the site analysis of a snow removal equipment (SRE) building and wetland selection at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$45,000. Source of Funds: FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; City of Battle Creek Funds - \$1,125.

Purpose/Business Case: To provide for preliminary engineering services for the site analysis of an SRE building and wetland selection.

Benefit: Will provide the preliminary data needed for future design and construction projects.

Funding Source: FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; City of Battle Creek Funds - \$1,125; Contract Total - \$45,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49015.

46. MULTI-MODAL (Aeronautics) - Design Engineering Services

Contract (2006-0092) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for design engineering services for runway and taxiway lighting at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$30,000. Source of Funds: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; Dickinson County Funds - \$750.

Purpose/Business Case: To provide for the development of the engineering plans for runway and taxiway lighting.

Benefit: Will provide a design that will meet all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; Dickinson County Funds - \$750; Contract Total - \$30,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49801.

47. MULTI-MODAL (Aeronautics) - Design Engineering Services

Contract (2006-0093) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for design engineering services for the rehabilitation of the apron and taxi streets at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$26,000. Source of Funds: FAA Funds (via block grant) - \$20,800; State Restricted Aeronautics Funds - \$4,550; Huron County Funds - \$650.

Purpose/Business Case: To provide for the development of the engineering plans for the rehabilitation of the apron and taxi streets.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$20,800; State Restricted Aeronautics Funds - \$4,550; Huron County Funds - \$650; Contract Total - \$26,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48413.

48. MULTI-MODAL (Aeronautics) - Procurement Services

Contract (2006-0094) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for procurement services for snow removal equipment (SRE) and an aircraft rescue firefighting (ARFF) vehicle at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$13,000. Source of Funds: FAA Funds (via block grant) - \$10,400; State Restricted Aeronautics Funds - \$2,275; Manistee County Funds - \$325.

Purpose/Business Case: To provide for the procurement services for the SRE and an ARFF vehicle.

Benefit: The ARFF vehicle is an emergency response vehicle that will enhance airport safety. The SRE vehicle is a snow plow and blower that will improve winter aircraft operations and allow the airport to remain open regardless of the weather conditions.

* Denotes a non-standard contract/amendment

Funding Source: FAA Funds (via block grant) - \$10,400; State Restricted Aeronautics Funds - \$2,275; Manistee County Funds - \$325; Contract Total - \$13,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49660.

49. MULTI-MODAL (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2006-0095) between MDOT and the Oceana County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment at the Oceana County Airport in Hart, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$95,000. Source of Funds: FAA Funds (via block grant) - \$76,075; State Restricted Aeronautics Funds - \$16,550; Oceana County Funds - \$2,375.

Purpose/Business Case: To provide for the purchase of snow removal equipment.

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

Funding Source: FAA Funds (via block grant) - \$76,075; State Restricted Aeronautics Funds - \$16,550; Oceana County Funds - \$2,375; Contract Total - \$95,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for the replacement of existing worn-out equipment.

Zip Code: 49420.

50. *TRANSPORTATION PLANNING - Increase Services and Amount

Amendatory Contract (2002-0512/A5) between MDOT and Wilbur Smith Associates, Inc. Michigan, will provide for additional services to be performed for the development of a three-dimensional animated corridor visualization of the current practical alternatives and will increase the contract amount by \$185,690.90. The additional services are needed for the March public hearing and future discussions with the Department of Homeland Security concerning national security and emergency management issues. The original contract provides for the completion of the Blue Water Bridge Plaza Environmental Impact Statement, the completion of the 30 percent engineering analysis of a preferred alternative, the preparation of an engineering report, and the securing of a record of decision for the recommended alternative. The contract term remains unchanged, August 22, 2002, through December 31, 2007. The revised contract amount will be \$11,764,662.86. Source of Funds: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Purpose/Business Case: Will increase the scope of services for the Blue Water Bridge (BWB) Plaza study and will increase the contract amount by \$185,690.90.

Benefit: Will provide for a three-dimensional animated corridor animation of the current practical alternatives. The animation will be presented at a March public hearing and will also be used in discussions with the Department of Homeland Security concerning national security and emergency management issues arising from the current proposed alternatives.

Funding Source: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendment could jeopardize the selection of the best project alternative. The three-dimensional animated visualization will help the project stakeholders and the general public to understand the safety, national security, and visual impacts of the alternatives.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; best source for amendment. At the time of selection, MDOT requested that all consultants submitting proposals develop proposals for both an environmental analysis (EA) and an environmental impact statement. At that time, MDOT chose to move forward with an EA. The consultant was selected based on their qualifications for both options.

New Project Identification: This is not a new project.

Zip Code: 48060.

STATE PROJECTS

3.76 mi of hot mix asphalt surfacing, widening, and shoulder construction for a bike path, hot mix asphalt pavement repairs and safety and drainage improvements on M-22 from Empire Road northeast to Country Road 616 in the village of Empire, Leelanau County.

2 Bidders

Zip Code: 49630.

53. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
 PROPOSAL 0512015 \$ 3,495,533.21 \$ 2,899,976.45
 PROJECT BHO 19022-46080, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2006 -17.04 %

Bridge deck resurfacing, joint replacement, pin and hanger replacement, structural steel repairs, cleaning and coating existing structural steel, substructure patching repairs and scour countermeasures at 4 locations on I-96, Ionia, Clinton and Eaton Counties. This project contains a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,899,976.45	Same	1 **
J. Slagter & Son Construction Co.	\$ 3,013,387.06	Same	2
Midwest Bridge Company	\$ 3,125,510.93	Same	3
Walter Toebe Construction Co.	\$ 3,288,428.92	Same	4
Anlaan Corporation	\$ 3,421,101.57	Same	5
Abhe & Svoboda, Inc.			
L. W. Lamb, Inc.			
Davis Construction, Inc.			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

46080A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
78845A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
78849A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48837.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49337.

59. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
 PROPOSAL 0512023 \$ 473,343.06 \$ 392,970.67
 PROJECT STG 12034-79057
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 05, 2006
 COMPLETION DATE - OCTOBER 13, 2006 -16.98 %

11.39 mi of guardrail replacements and upgrades on 6
 bridges and a ramp, on I-69 from north of Fenn Road (I-69
 BL) northerly to Herricksville Road, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 392,970.67	Same	1 **
Snowden, Inc.	\$ 414,769.30	Same	2
Dale Dukes & Sons, Inc.	\$ 418,190.00	Same	3
Tri-Valley Landscaping, Inc.	\$ 418,268.00	Same	4
Rite Way Fence, Inc.	\$ 450,619.00	\$ 450,569.00	5
Nationwide Fence & Supply Company	\$ 481,976.90	\$ 481,941.90	6
Ackley Construction, Inc.	\$ 499,767.30	\$ 499,592.30	7
J & J Contracting, Inc.			

7 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79057A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Guardrail upgrade.

Zip Code: 49036.

Structural steel repair, partial cleaning and coating of structural steel and maintaining traffic on 3 structures on M-53 over Middle Branch Clinton River and 25 Mile Road, Macomb County.

9 Bidders

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

84585A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48310.

Traffic signal modernization and interconnection at 15 locations on US-131BR, M-20 and Old US-131 in the village of Morley, city of Big Rapids, Mecosta County.

4 Bidders

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

81273A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Signal modernization.

Zip Code: 49307.

Structural steel repairs, partial cleaning and coating of the structural steel, substructure repair and maintaining traffic on 3 structures on Cedar Street over Canadian National/Grand Trunk Western and Norfolk Southern Railroads, on US-127 over Trowbridge Road and CSX Railroad, and on M-52 over the Red Cedar River in the cities of Lansing and East Lansing, Ingham County.

7 Bidders

Zip Code: 48823.

0.23 mi of cold milling, joint repair, hot mix asphalt resurfacing on M-66 from south of Riverside Drive northerly to the south of the Grand River and 0.53 mi of full depth concrete pavement repair, sawing and resealing joints, on M-66 from north of the Grand River northerly to south of Grand Trunk Railroad crossing, in the city of Ionia, Ionia County. This project contains a 3 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 255,919.00	Same	1 **
Kelcris Corporation	\$ 286,599.50	Same	2
Snowden, Inc.	\$ 291,012.15	Same	3
Diversco Construction Company			
Causie Contracting, Inc.			

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Funding Source:

State Restricted Trunkline Funds	100	%
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State Restricted Trunkline Funds	100	%
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Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Selection: Low bid.

Zip Code: 48846.

12.55 mi of overband crack sealing and hot mix asphalt, ultra thin surfacing on M-32 from west of Haas Road easterly to the Alpena County line, Montmorency County. This project contains a 2 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting	\$ 715,813.20	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 724,360.20	Same	2
Bolen Asphalt Paving, Inc.	\$ 826,253.20	Same	3
Payne & Dolan, Inc.	\$ 897,750.20	Same	4

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

8.3.389A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49746.

82. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
 PROPOSAL 0512050 \$ 106,862.50 \$ 71,501.50
 PROJECT M 82131-M70601
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JANUARY 03, 2006
 COMPLETION DATE - FEBRUARY 08, 2006 -33.09 %

0.66 mi of placement and removal of temporary concrete barrier and maintenance on M-1 (Woodward Avenue) eastside, south of I-75, and including the area surrounding Ford Field and Comerica Park, in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 71,501.50	Same	1 **
Posen Construction, Inc.	\$ 79,753.11	Same	2
Dan's Excavating, Inc.	\$ 96,500.00	Same	3
John Carlo, Inc.	\$ 104,780.00	Same	4
C.A. Hull Co., Inc.	\$ 113,301.00	Same	5
Cadillac Asphalt, LLC.			
Six-S, Inc.			
Midwest Bridge Company			
Fisher Contracting Company			

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M70601

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48202.

Zip Code: 49248.

Zip Code: 48187.

88. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
 PROPOSAL 0512007 \$ 1,738,174.42 \$ 1,777,777.77
 PROJECT EDDF 73555-54328, ETC
 LOCAL AGRMT. 05-5270, 05-5271 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 07, 2006 2.28 %

2.17 mi of hot mix asphalt road reconstruction, structure removal, precast concrete box culvert placement, and drainage improvements, on Birch Run Road from Gera Road (M-54/M-83) easterly to east of Reese Road, Saginaw and Tuscola Counties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.J. Construction, Inc.	\$ 1,777,777.77	Same	1 **
Young's Environmental Cleanup, Inc.	\$ 1,793,271.00	Same	2
Heystek Contracting Inc.	\$ 1,824,478.57	Same	3
Rohde Brothers Excavating, Inc.	\$ 1,833,170.17	Same	4
Kalin Construction Co., Inc.	\$ 1,851,841.20	Same	5
D. J. McQuestion & Sons, Inc.	\$ 1,889,511.69	Same	6
Six-S, Inc.	\$ 1,898,062.04	Same	7
Champagne and Marx Excavating, Inc.	\$ 1,911,324.92	Same	8
C & D Hughes, Inc.	\$ 1,936,945.89	Same	9
Dan's Excavating, Inc.	\$ 1,956,457.40	Same	10
Wooten Contracting Co.	\$ 2,127,397.07	Same	11
Fisher Contracting Company	\$ 2,163,706.95	Same	12
Lee Wood Contracting, Inc.			
Zito Construction Co.			
C. R. Hunt Construction Company			
Anlaan Corporation			
Saginaw Asphalt Paving Company			
J.E. Kloote Contracting, Inc.			
Bourdow Trucking Company			
M & M Excavating Co., Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

54328A	
Saginaw County	23.00 %
Federal Highway Administration Funds	63.00 %
State Restricted Economic Development Funds	14.00 %
77879A	
Tuscola County	20.00 %

Federal Highway Administration Funds 80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48415.

89. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
PROPOSAL 0512008 \$ 890,000.00 \$ 973,887.07
PROJECT EDDF 58555-75519
LOCAL AGRMT. 05-5473 % OVER/UNDER EST.
START DATE - APRIL 17, 2006
COMPLETION DATE - SEPTEMBER 15, 2006 9.43 %

1.39 mi of road rehabilitation with minor widening, hot mix asphalt paving, drainage improvements, and guardrail placement on Sumpter Road from south Stony Creek Road to Stout Road, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 973,887.07	Same	1 **
DeAngelis Landscape, Inc.	\$ 984,064.40	Same	2
Peter A. Basile Sons, Inc.	\$ 1,048,803.13	Same	3
Cadillac Asphalt, LLC.	\$ 1,049,885.05	Same	4
Ajax Paving Industries, Inc.	\$ 1,055,289.39	Same	5
Six-S, Inc.	\$ 1,061,536.13	Same	6
Gerken Paving, Inc.	\$ 1,084,410.33	Same	7
Barrett Paving Materials, Inc.	\$ 1,241,681.45	Same	8
ABC Paving Company	\$ 1,268,739.30	Same	9
Angelo Iafrate Construction Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

75519A

Monroe County	7.00 %
Federal Highway Administration Funds	71.00 %
State Restricted Economic Development Funds	22.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 48117.

90.	LETTING OF DECEMBER 02, 2005	ENG. EST.	LOW BID
	PROPOSAL 0512009	\$ 394,573.75	\$ 407,903.22
	PROJECT STH 82609-80637, ETC		
	LOCAL AGRMT. 05-5351		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2006		3.38 %

Traffic signal modernization, upgrades and pavement markings at nine locations, in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Utilities Co.	\$ 407,903.22	Same	1 **
J. Ranck Electric, Inc.	\$ 433,274.37	Same	2
Alpha Electric, Inc.	\$ 433,583.00	Same	3
Transformer Inspection Retrofill	\$ 435,602.00	Same	4
Rauhorn Electric, Inc.	\$ 499,992.50	Same	5
Posen Construction, Inc.	\$ 504,423.08	Same	6
Metropolitan Power & Lighting, Inc.	\$ 587,924.00	Same	7
Trans Tech Electric Limited Partner			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80637A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

80638A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

80639A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.
Zip Code: 48126.

91. LETTING OF DECEMBER 02, 2005 ENG. EST. LOW BID
 PROPOSAL 0512010 \$ 136,139.10 \$ 119,584.45
 PROJECT CMG 61407-83016
 LOCAL AGRMT. 05-5460 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006 -12.16 %

Mast arm traffic signals installation on Harvey Street at
Mount Garfield Road in the city of Norton Shores, Muskegon
County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 119,584.45	Same	1 **
Trans Tech Electric Limited Partner	\$ 128,175.20	Same	2
DVT Electric, Inc	\$ 132,612.00	Same	3
J. Ranck Electric, Inc.	\$ 141,097.97	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83016A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 49444.

Signal upgrading and timing citywide along Beecher Street and Maumee Street, in the city of Adrian, Lenawee County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

82973A

Selection: Low bid.

Zip Code: 49221.

94. LETTING OF DECEMBER 02, 2005
 PROPOSAL 0512027
 PROJECT STUL 39405-80685
 LOCAL AGRMT. 05-5466
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 25, 2006

ENG. EST.
 \$ 364,053.75

LOW BID
 \$ 393,139.22

% OVER/UNDER EST.
 7.99 %

Bridge rehabilitation with sidewalk and railing replacement
 and related approach work on Mosel Avenue over the Kalamazoo
 River, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. W. Lamb, Inc.	\$ 393,139.22	Same	1 **
J. Slagter & Son Construction Co.	\$ 397,623.20	Same	2
Anlaan Corporation	\$ 398,101.72	Same	3
Davis Construction, Inc.	\$ 449,540.26	Same	4
Milbocker and Sons, Inc.	\$ 449,661.90	Same	5
Walter Toebe Construction Co.	\$ 469,891.45	Same	6
C.A. Hull Co., Inc.	\$ 512,494.70	Same	7
Midwest Bridge Company	\$ 522,356.15	Same	8
McDowell Construction , L.L.C.			
E.T. MacKenzie Company			
J.E. Kloote Contracting, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative
 oversight only.

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Source of Funds:

80685A

Kalamazoo County

20.18 %

Federal Highway Administration Funds

79.82 %

Selection: Low bid.

Zip Code: 49004.

Traffic signal modernization at 24 locations on Warren Road from Canyon Street to Central Street, in the city of Detroit, Wayne County.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

100 %

Zip Code: 48126.

Traffic signal modernization citywide at 66 locations in the city of Detroit, Wayne County.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

100 %

Zip Code: 48216.

LED traffic signal retrofit at 95 locations, in the city of Detroit, Wayne County.

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

85361A

Selection: Low bid.

Zip Code: 48216.

98.	LETTING OF DECEMBER 02, 2005	ENG. EST.	LOW BID
	PROPOSAL 0512047	\$ 38,300.00	\$ 19,700.00
	PROJECT MRRF 47082-34518B06		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MARCH 31, 2006		-48.56 %

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pitsch Wrecking Company	\$ 19,700.00	Same	1 **
Homrich, Inc.	\$ 20,550.00	Same	2
Bierlein Companies, Inc.	\$ 26,700.00	Same	3
North American Dismantling Corp.	\$ 27,400.00	Same	4
E.T. MacKenzie Company	\$ 29,818.00	Same	5
Young's Environmental Cleanup, Inc.	\$ 39,350.00	Same	6

Zip Code: 48843.

EXTRAS

99. **Extra 2005 - 149**

Control Section/Job Number: 25402-56225 Local Agency Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: Wade Trim Associates, Inc./Rowe, Inc.
Engineer's Estimate: \$6,637,206.00

Description of Project:

Road reconstruction and water main replacement on Pierson Road from Fleming Road to Horton Road in the city of Flint, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	September 27, 2004	
Original Contract Amount:	\$6,330,511.11	
Total of Overruns/Changes (Approved to Date):	(9,393.22)	- 0.15%
Total of Extras/Adjustments (Approved to Date):	113,988.56	+ 1.80%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>101,260.00</u>	<u>+ 1.60%</u>
Revised Total	<u>\$6,536,366.45</u>	+ 3.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.65% over the original budget for an **Authorized to Date Amount** of \$6,435,106.45.

Approval of this extra will place the authorized status of the contract 3.25% or \$205,855.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 11

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Topsoil Surface, Furn, 4 inch	33,200.000 Syd @ \$3.05/Syd	<u>\$101,260.00</u>
Total		<u>\$101,260.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to furnish and place topsoil as part of the slope restoration work. The special provision for Slope Restoration was changed by the city of Flint just prior to plan submittal. The city of Flint's special provision does not include topsoil as a requirement for the pay item slope restoration, as it is paid for separately. The pay item for topsoil was inadvertently omitted from the original pay items. Topsoil is necessary to properly restore the disturbed project areas and was added as an extra item of work. The extra cost for Topsoil Surface, Furn, 4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantities and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Flint, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48505.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director